

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY	East Germany	REPORT	
SUBJECT	Electronic Devices Observed on IL-28 at Werneuchen	DATE DISTR.	7 May 1953
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		REFERENCES	25X1

This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. Wire Aerial

- a. It has now been observed that the wire which leads downward to the portside of the tail, from the wire stretched between the roof of the cockpit and the top of the leading edge of the tail fin enters the upper quarter of the portside of the fuselage at a point approximately level with the root of the leading edge of the tail plane. At the point of entry there is a small protuberance approximately the size and shape of a spark plug (it lies level with and above the two plug holes with which the leads from the starting carriage are connected).
- b. During the first half of October 1952, the IL-28 [] was 25X1 being serviced. One airforce enlisted man removed a rectangular panel, approximately 35 cm high and 25 cm wide, from the center of the portside of the fuselage at a point level with the root of the leading edge of the tail plane (the center of the top edge of the panel lying immediately below the point of entry of the wire aerial). This panel then hung down from a short chain or cable fixed at the bottom forward corner of the panel and of the revealed aperture. The soldier pulled out a black rectangular box estimated to be about 25 cm by 35 cm by 50 cm.

25 YEAR RE-REVIEW

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STATE	ARMY	X NAVY	X AIR EV	X FBI	AEC	OSI EV	X
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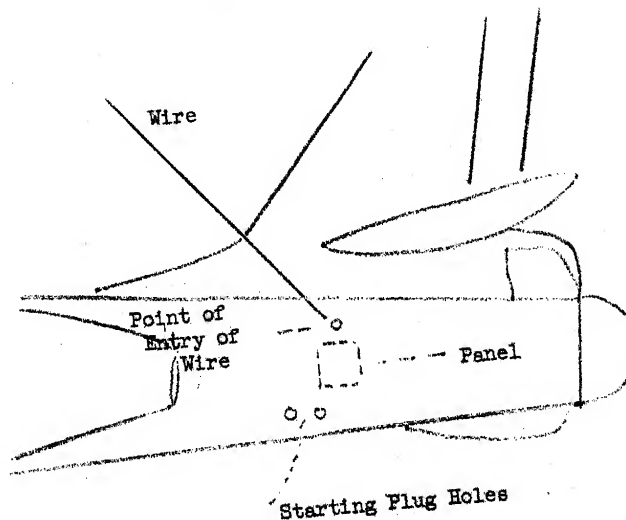
(Note: Washington Distribution Indicated By "X"; Field Distribution By "X")

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Not to Scale



2. L-shaped Aerials on Tailfin

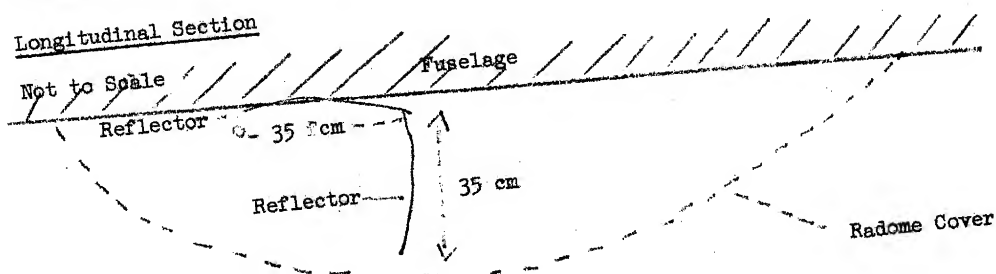
The L-shaped rod aerials, lying side by side and extending horizontally in opposite directions in line with the aircraft, are located on both sides of the tailfin. These aerials lie approximately 30 cm below the top edge of the fin and just forward of the inset part of the rudder.

3. Radome

At mid-October 1952, IL-28 [redacted] was being serviced. The cover of the radome had been removed to reveal, in the forward half of the space on the underside of the fuselage occupied by it, two round and shallow concave metal mirrors at right angles to each other, one facing forward and the other downward. Each reflector had an estimated diameter of 35 cm and its concave surface had the appearance of highly polished chromium plating. The axis of the reflector facing forward was perpendicular and it was joined at its topmost point to the rearmost point of the reflector facing downward, the axis of which was horizontal. The topmost convex point of the latter reflector almost touched the underside of the fuselage. The two reflectors appeared to swivel at the point at which they were joined and moved together in the horizontal through 90°, 45° to either side of the direction of a flight. A complete movement, center-port-starboard-center, took approximately 2 seconds.

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Longitudinal Section



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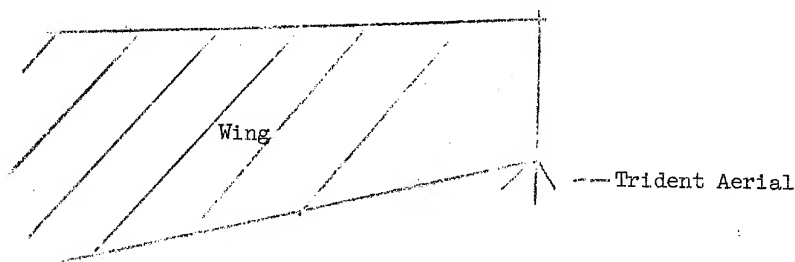
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4. Trident Aerial on the Starboard Wingtip

An IL-28 taking part in flying toward the end of October 1952 showed three thin rod aeriels, each of an estimated length of 30 cm, stretching horizontally backwards from the starboard wingtip. The center rod was in line with the direction of flight and the other two at an angle of approximately 30° to it on either side.

View from Above

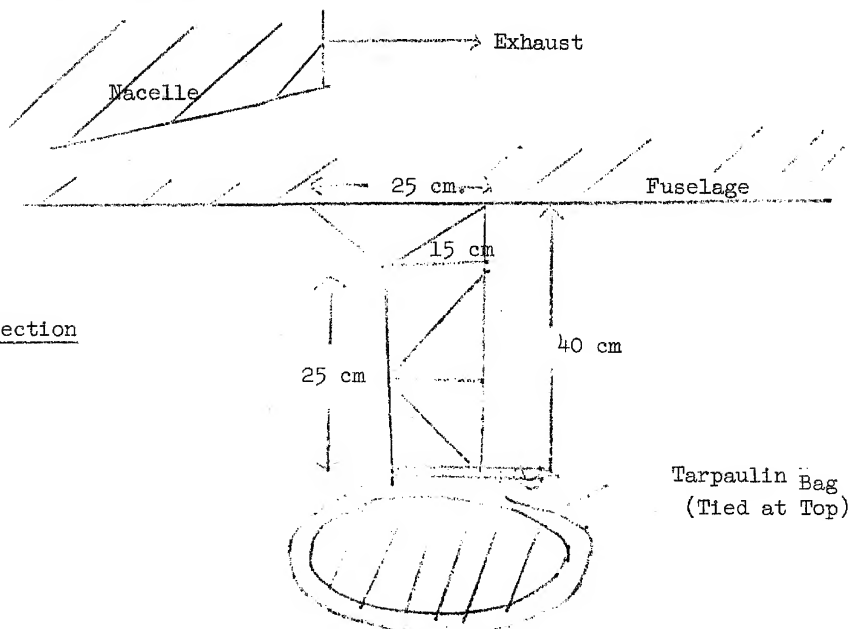
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The portside wingtip of the aircraft was not seen.

5. Protuberances (Drop-Shaped Body with Lattice Work Suspension) on the Underside of the Fuselage

- a. During the period October to December 1952, it was observed that all parked IL-28's at this airfield show these twin protuberances lying side by side on the underside of the fuselage, approximately level with the exhaust end of the engine nacelles. The drop-shaped bodies were on all occasions swathed in tarpaulin bags tied at the top. The protuberances were not in evidence when the aircraft were flying.
- b. It has now been observed that the lattice work suspension when seen from the side is constructed as shown below.



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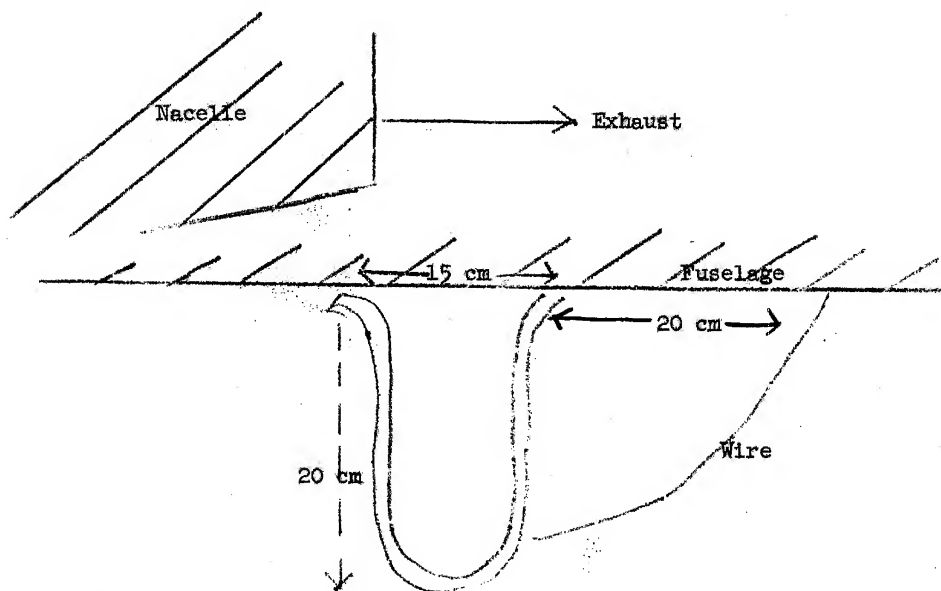
6. Twin Loops on the Underside of the Fuselage

On 13 October 1952, IL-28 [redacted] parked in front of the hangars, showed two loops connected by a trapeze bar, lying side by side and in line with the direction of flight, in the positions normally occupied by the "drop-shaped body with lattice-work suspension" protuberances. The loops appeared to be made of dark-colored metal tubing of 1-2 cm diameter and had a maximum width of approximately 15 cm (at the point of attachment to the fuselage) and a maximum depth of approximately 20 cm. A wire issuing from the underside of the fuselage approximately 20 cm aft of each loop fed into its bottom. The bottom of the two loops was connected by a thin bar, approximately 80 cm long, which was divided into three approximately equal parts by running through two rectangular bodies, each approximately 10 cm long (in line with the bar), 6 cm high and 6 cm wide. These appeared to be of sheet metal construction.

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Side View

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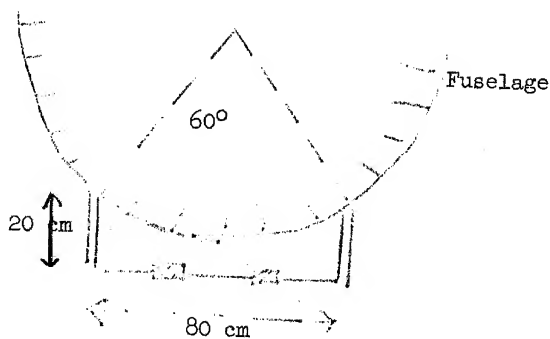
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Cross Section

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[redacted] Comment: Regarding Paragraph 5 (A), which states that the "drop-shaped
 body with lattice-work" protuberances are only in evidence on parked IL-28's.
 [redacted] some time during the last fall he had an opportunity to pass
 under the tail of an IL-28 on which there was no lattice work suspension. At
 each of the estimated points of attachment on the underside of the fuselage,
 this aircraft showed a group of holes of an estimated diameter of just under
 half a centimeter. The fuselage surface was otherwise smooth and did not show
 anything suggesting panels or hinged trap doors. [redacted] these
 protuberances were detachable but not retractable.

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